

**REPLACEMENT PARAGRAPH 0025**

The precise configuration of the locking device of the wing arrangement according to the invention as well as its function are detailed in Figs. 3 and 4. In Figs. 3a through 3f, one locking position is illustrated at a reduced scale, respectively, together with the corresponding position of the actuation handle. Fig. 3a shows the locking bar 4 in the open, i.e., unlocked position. The locking bar 4 is configured as a pivot element which is pivotable about a rotary bearing 17. The configuration as a pivot element is advantageous because the locking bar element 4 in the open position requires only a minimal amount of space and the wing frame 1 is not widened unnecessarily. The incompletely illustrated push rod 9 is illustrated by three dash-dotted lines and has a driver 18 which acts on an engagement element 19 of the locking bar 4 for locking and unlocking the wing; the engagement element 19 is embodied as an engagement bolt 19. The illustrated driver 18 has a locking driver member 28 and an unlocking driver member 38. Advantageously, both are connected to one another to form a monolithic part. Upon actuation of the handle 10 in the direction of arrow 20, the push rod 9 is moved downwardly in the direction of arrow 90. The driver 18 secured thereon follows this movement as illustrated in the following drawings Figs. 3b through 3f. After a certain ineffective travel stroke F (Fig. 3b and 3c) of the locking driver member 28 has been performed, the locking driver member 28 in the position according to Fig. 3d begins to act on the engagement bolt 19 so that the latter as well as the locking bar 4 are pivoted about the rotary bearing 17 in the direction of arrow 70 and the locking bar 4 reaches the position illustrated in Fig. 3f, in which it engages the locking part 13. This position is also illustrated in a perspective view in Figs. 4a and 4b.

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For unlocking the wing, the movement illustrated in Figs. 3a through 3f is carried out in reverse order (Figs. 3f through 3a) counter to the direction of arrows 20, 90, 70. The unlocking driver member 38 acts on the underside of the engagement bolt 19 of the locking bar element 4 and effects a return pivoting action and unlocking of the locking bar 4, even if it is jammed, for example, and, for this reason, cannot drop back by its own weight into the open position of Fig. 3a. It is also possible to configure a corresponding wing arrangement exclusively with a locking driver member 28 or an unlocking driver member 38, respectively. For example, the locking bar element 4 could be spring biased in its locked position so that only unlocking by the unlocking driver member 38 would have to be effected. In the reverse situation, prestressing into the unlocked position is possible also.